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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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Per doz. quarts... \$7.25
Per doz. pints... 4.65
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Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
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AGENTS—
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No. 14,477 號七十七第肆千肆萬壹第 日九月十月年十叁緒光 HONGKONG, MONDAY, AUGUST 29TH, 1904. 壹拜禮 號玖拾貳月捌年肆百九仟壹英港香 PRICE, \$3 PER MONTH.

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HEAT LOTION
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
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PRICE \$11.00 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a146]

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We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FURNISHED WITH PNEUMATIC
TYRES AND BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
stock. First-class workmanship guaranteed in
all branches of the business. Re-moulding a
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H. S. ABDOLLA,
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kong, 1st August, 1904. [a1451]

YAU LOONG, 祐
CANTON.

New Season's Selected
GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table d'hôte.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.
Hongkong Office at No. 3, Sai On Lane,
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Hongkong, 19th August, 1904. [a2022]

JUST ESTABLISHED:
(Telephone No. 467.)
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs.
C. J. Ganpp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing—New Lot of Straw Hats,
Felt Hats, Panamas, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms. Elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER. [a143]

CARLTON HOUSE.
10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately furnished. Com-
fort of Residents and the Cuisine specialty.
For terms apply—
B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [1621]

ARNHOLD, KARBURG & CO.
LARGE STOCK
OF
LIGHT RAILWAY MATERIAL
ENQUIRIES SOLICITED. a333
Hongkong, 29th April, 1904.

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WINE AND SPIRIT MERCHANTS.
LONDON:—RANGOON STREET, CRUTCHED FRIARS.
GLASGOW:—ST. ENOCH SQUARE.
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SINGAPORE:—RAFFLES QUAY.
AND
AGENCIES THROUGHOUT THE EAST.
HONGKONG:—15, QUEEN'S ROAD.
6th August, 1904. a35

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. a45

E. C. WILKS & CO.
CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS.
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION, ENGINES, PUMP AND ELECTRIC.
Motive Power for FACTORIES, POWER INSTALLATIONS, &c.
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Agents for LEADING EUROPEAN ENGINEERING and ELECTRICAL FIRMS.
Agents for H. W. JOHN'S ASBESTOS GOODS.
Cable Address "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.
Hongkong, 24th August, 1904. [a1153]

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DEVELOPING
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GOOD WORK,
PROMPT
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UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee). [a38]
Hongkong, 15th August, 1904.

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
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It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

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CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING.
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

THE LAHMEYER ELECTRICAL CO. LD.
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AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
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Diary of the Russo-Japanese War,
with Maps and Illustrations, Parts 1
to 6 ready... each 0.60
NEW STOCK PLAYING CARDS.
DEED BOXES, CASH BOXES, PIN BOXES, &c. [a33]

LANE, CRAWFORD & CO.
ARE NOW SHOWING
LADIES' WHITE UNDER SKIRTS.
LATEST SHAPES, NEW DESIGNS.
LADIES' RAINCOATS.
NEWEST MATERIALS, SMARTEST STYLES.
Hongkong, 8th July, 1904. [a3a]

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14, QUEEN'S ROAD CENTRAL.
FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.
COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 400.
Hongkong, 15th August, 1904. [a1706]

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HOW TO SPEAK CANTONESE
PART I, by J. DYER BALL... \$3.00
CRAVEN MIXTURE. [a22]

INSURANCE.
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Funds nearly
£11,000,000.
BEFORE assuring elsewhere compare the
Standard's rates with those of other
Companies.
DODWELL & CO., LD.,
Agents.
a1612-1

HOTELS.
HONGKONG HOTEL
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly furnished Reading, Drawing
Rooms, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
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Hydraulic Elevators to each floor.
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Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a18]

PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a14]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table d'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1892]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Huanghai*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
a2241 **THE MANAGER.**

MACAO
AND
CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor. [a1362]

BOARD AND RESIDENCE.
ELEGANTLY FURNISHED ROOMS
with Excellent Board.
Apply—
"LADY,"
Care of Daily Press Office,
Hongkong, 22nd August, 1904. [a2045]

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A. S. WATSON & CO.,
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WINE AND SPIRIT MERCHANTS.

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**THE FINE
MELLOW
FLAVOUR
OF OUR CELEBRATED
BLEND
VERY OLD LIQUEUR
SCOTCH
WHISKY.**

IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
MATURED AND SUPERIOR QUALITY
UNIFORMLY MAINTAINED.

PRICE \$16.50 PER DOZEN.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

[31]

NOTICE TO CORRESPONDENTS

On the 16th August, at Tientsin, the wife of S. F. MATTHEWS, of Hongkong, died. On the 19th August, at No. 22, Avenue Paul Brumet, to Mr. and Mrs. CLARENCE H. BUTLER, a daughter. On the 21st August, at No. 70, Range Road, the wife of S. E. GERRARD, of a son. On the 21st August, at 10, Soochow Road, Shanghai, to Mr. and Mrs. RICHARD THURLEIGH WHITE (late of Manila), eldest son of the Rev. R. THURLEIGH WHITE, of Preston, Lancashire.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29th August, 1904.

Is whatever direction and on whatever question China moves, she moves slowly. Festina lente is really, if not avowedly, the Celestial motto. No matter how vitally necessary a change may be in relation to her best and dearest interests, she will not do more than "hasten slowly," and then only under pressure of circumstances or persons. No one who knows China can doubt that it is her interest to join the ranks of the gold-standard countries, for not only is it disastrous to her trade to continue on a silver basis, but it also severely handicaps her in the payment of her large foreign indemnity. Her rulers and statesmen have all freely admitted this, and her great foreign adviser and director of the Imperial Maritime Customs has boldly pronounced in favour of the creation of a gold standard for China. The Chinese Government, feeling convinced that the white metal was the source of loss and an impediment to trade, joined Mexico in a petition to the Washington Government to appoint a Commission to inquire into the circumstances and ascertain the best means of placing the finances of China on a gold basis. When the exceedingly lucid and valuable report of that Commission had been drawn up Professor JENKS, a member of the Commission, was instructed to proceed to Peking in order to present to the Chinese Government the results of the

Commission's inquiries and labours, and we believe he is still in China, advising and conferring with the authorities on this most important question. What the upshot of the efforts of the U.S. Commission will be it is difficult to say. With any other Government in the world the issue could not long be in doubt, but in the Central Kingdom there are so many diverse interests at work, so much *vis inertia* to overcome, that it is not easy to predict what may happen in this regard. The reputed predilections of the mandarins are in favour of a gold basis, though diver, as in the case of many other countries, would have to be mostly used for exchange purposes. But there may be some powerful officials who have axes to grind and whose purpose will best be served by the retention of a silver standard. We do not know that such is the fact, but we hope that the President of the Board of Revenue more accurately reflects the proclivities of the mandarins. In a recent memorial to the Throne he says that owing to the high price of gold China has lost considerably both in the matter of trade and in the payment of the indemnities. He therefore suggests that it is absolutely necessary that the Imperial Government should follow the good example of Japan and adopt a gold standard. As a preliminary step in this direction, he asks permission to take in gold at the 32 per cent of pure gold from the officials and others who purchase brevet official rank and titles in accordance with the regulations of the Board. The Imperial Rescript is very decided and to the point:—"Let it be as recommended." We hope that this action not only reflects the views of most Chinese officials, but is also an indication of the policy the Chinese Government intend to pursue in regard to the currency. They have undertaken, by the recent Commercial Treaty signed at Shanghai with Sir JAMES MACRAE, to establish a uniform national coinage, and it will probably prove no more difficult to place this on a gold basis than to establish a uniform silver currency. The advantages of the former have been proved to the hilt, and the Treaty Powers, or most of them, have expressed their approval of the scheme for a gold standard. The Straits Settlements and the Philippines have already adopted a fixed standard, and India, China and Sam are prepared to follow suit. Hongkong will soon be the only Colony afflicted with this unstable medium. The large majority of the colonies are strongly in favour of a different policy: they would prefer to see Hongkong setting the example to China rather than submit to wait for her tardy action in the matter. But there is unfortunately a want of unanimity on the subject, owing to a divergency of interests, the profits made on the fluctuations of exchange apparently counterbalancing in some directions the loss accruing to trade thereby. The permanent good of the Colony, the prosperity of legitimate trade, demand that the change should be made, and that without delay. The difficulties raised as bugbears in the path would speedily disappear if the change were resolved upon, and Hongkong would be saved from further loss, both of trade and prestige. Who will take the initiative in the matter? It might be thought that the Banks would lead the van in any movement of this kind. The conservation of the trade of the Colony must of necessity be their care and aim, for whatever temporary profits may accrue from the oscillations of exchange, such profits cannot make up for the loss to their constituents and the diversion or restriction of trade. It is to be hoped therefore that if this question is once more publicly agitated we shall find considerable unanimity of opinion upon the desirability of not waiting until China finds financial salvation, but a determination rather to show her the way to secure it.

The last plague return was another blank.

The French Mail of the 26th July was delivered in London on the 25th inst.

Captain George J. B. Sayer, of the Hongkong Volunteer Corps, is away on leave until the 3rd October.

The Police Cricket Club have official permission to use the Wong-wei-chong Recreation Ground.

The Japanese demand for coolies in Corea is giving much trouble to the farmers who are short of labour.

Mr. C. D. Smith has been appointed H.B.M. Pre-Consul for the Consular district of Poo-chow and Pegoda Anchorage.

The appointment (subject to Home approval) of Mr. William Russell as Second Assistant Government Marine Surveyor, in place of Mr. William Ordair, invalided, is announced.

Messrs. Hughes & Hough, coal brokers, report on August 28th 1,000 tons Welsh and 17,000 tons Japanese expected. Since the 12th, 18,500 tons arrived and sold. Market "dull."

Messrs. Lumke & Rogge report the freight market (on 27th August) changed "for the better," and immediate prospects very encouraging. Brisker demand sending rates up.

The I.C.S. *Waikong*, Hongkong to Shanghai, reported on arrival at the northern port that she had passed three Japanese warships off Bonham Island on the 20th inst.

An Order in Council, published in the last *Government Gazette*, makes the Registry of the Privy Council the Registry, for all purposes, in appeals relating to ecclesiastical and maritime causes.

The Hon. Sir Henry Spencer Berkeley acts (since Saturday) as Chief Justice, during the leave of Sir William Meigh Goodman. Mr. Ernest Hamilton Sharp, K.C., acts as Attorney-General for the same period.

Mr. E. Brindle, late of Shanghai, a *Daily Mail* correspondent, was thrown from his horse at Knapdale on the 18th, and so badly injured that he had to be taken to the hospital at Newchwang on a special train. He was with Etzel when that correspondent was shot by Chinese.

There was recently the wildest excitement in the Chicago wheat market, owing to alarming reports. It is anticipated that there will be a shortage of 175 million bushels. Several commission houses on the 20th instant sold eight to eighteen million bushels.

The shipping trade, reports a Hamburg correspondent, continues to suffer from the unfavourable position of the freight market, and the war in the Far East also is exerting an influence, as vessels which formerly carried goods to China and Japan now enter into competition in other markets.

A Peking despatch states that the Japanese Minister, Mr. Uchida, has complained to the Waiwupai that the Chinese officials in the districts near Tieling and Liaoyang have been discovered to have furnished the Russian forces lately with over a thousand carts, and mules to draw them, which is flagrant violation of Chinese neutrality.

Protesting against the opening at Poochow of some fabled gambling shops, the *Poochow Echo* adds:—"Moreover, it is said that in one or two instances at least, the names of European honours are put up at night as a form of 'protection.' It is obvious that this assumed patronage is unknown to their unconscious and unsuspecting patrons."

The yarn market, reported by Messrs. Cawclee Pallanjee & Co., has been steady since last report. Total sales, 4,575 bales, at prices improving by fifty cent per bale increases per bale. Cheap Japanese yarn has competed strongly. There are (26th August) about 14,000 bales unsold. Local "twelves" sold \$112 to \$114; Japanese "twelves" \$132.

The Hon. Sec. of the Hongkong Rifle Association, Mr. Mowbray S. Northcote, writes to say that the statement in a Shanghai paper, (quoted by us) that the Interport Match had been settled for 25th and 30th September, is incorrect. The competition must under the conditions be held in the period covered by the first fifteen days of October.

Here is the programme of music to be performed by the band of the 93rd Burma Infantry on the New Parade Ground today (Monday):—
March—"Soldiers of the King"..... Hewitt
Overture—"Medusa"..... Elliot
Selection—"Pavane Little Mids"..... Roberts
Intermezzo—"Pavane Little Mids"..... Roberts
Selection—"Pavane Little Mids"..... Roberts
Valse—"Diana"..... Kirby
"God Save the King."

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks donations of \$30 from Yan Wo Co. and Hop Hing Hong, of \$25 from Shing Wo Co. Po Lung, Un Fat Hong, Kin Tai Lung, and Kwong Tak Fat, and of \$20 from Kwong Mai Tai, Ma'n Fat Un, Ming Shun Sheung, Chai U Hing, Ki Fung Hong, Wo Kee Hong, Tak Cheung Hong, Po On Lung, Kung Wo Hong, and Kam Tak Tai.

Mr. Frank Brady, aged 13, the son of Mr. H. P. Brady, H.B.M. Consul at Poochow, has, says the *Echo*, obtained an Open Entrance Scholarship into Charterhouse School against some 70 competitors. He was, at the time, head boy of the Malvern Link School. We beg to be allowed to heartily congratulate our popular Consul on his son's splendid start, and hope it may lead to the brilliant career which it certainly promises.

The *N.C. Daily News* reports an interesting ceremony that took place on the 18th instant on board H.M.S. *Fearless*, lately arrived from Cheungpo, and now the sole representative in Shanghai of the British squadron in China. The occasion was the presentation of the Sea Transport Medal to Mr. George Robert Ainslie, chief officer of the C.N.S. *Nanshang*. The ship's company were mustered on the poop deck, and Commander Vaughan Lewis, D.S.O., made the presentation.

The French Parliament manifests a constantly increasing tendency to promote the development of the economic relations of France not only with her own colonies, but with foreign countries. The Parliamentary Commissions appointed with this object no longer content themselves with adopting the proposals submitted to them by the Government, after summary discussion, but take the initiative in independent inquiries. A Sub-Commission has now issued a report devoted to the Far East, China, Corea, and Japan.

It is always nice to behold the face of an old friend, long lost sight of. A London Press clipping agency has sent us, for publication, a cutting from the *Lincolnshire Echo*. The clipper omitted to notice that the *Lincolnshire* paper gave the source of its item as the *Hongkong Daily Press*, and so his sent coals to Newcastle. The *Aberdeen Evening Express* also borrowed the same item.

The announcement that the Star Ferry Company contemplate the inauguration of an all-round-the-harbour service brings up visions of delightful trips. Hitherto anyone who wanted to do the rounds of our beautiful bay had to trust to the uncertainties and unkindness of the Chinese launches which run on the circular tour, and though as fine as it is, it loses a good deal of its attractiveness when one has to travel cheek by jowl alongside an evil-smelling old coal-coolie. Let us hope that the Ferry Company's action will introduce a new order of things.

The Merchant Service Guild, as representing nearly 11,000 British captains and officers of the Merchant Service, have appealed to the Secretary of State for Foreign Affairs with a view to his protecting the particular interests of the British captains, officers, and seamen of the British vessels either seized or sunk by the Russians. The Guild point out that these men have been placed in a position of danger and of possible serious loss, also that great anxiety is caused to their relatives who are unable to obtain satisfactory news. The Guild (we are informed by the secretary) are aware of the importance of the larger question at issue, but venture to think that the point which they urge merits the Marquess of Lansdowne's consideration and interest.

CHIEF JUSTICE OF HONGKONG.

On Saturday last Sir William Meigh Goodman, Chief Justice of Hongkong, and Lady Goodman, left for home on the P. & O. s.s. *Coromandel* on leave. Sir William came here about 14 years ago as Attorney-General, and was appointed Chief Justice in succession to Sir John Carrington in April of 1902. Previously Sir William was Attorney-General and Chief Justice of British Honduras. Hon. Sir Henry Spencer Berkeley will act as Chief Justice during the absence of Sir William Goodman, who expects to be back in Hongkong in a year's time or so. Mr. E. H. Sharp, K.C., will act as Attorney-General during the interregnum. There was a large company at Blake Pier on Saturday to see Sir William and Lady Goodman off, among those present being Right Rev. Bishop J. C. Hoare, Hon. F. H. May, Hon. Gershom Stewart and Mrs. Stewart, Hon. W. J. Gresson, Sir Henry Berkeley, Mr. F. J. Bodeley, Mr. C. W. May, Mr. P. P. J. Wodehouse, Dr. J. W. Atkinson, Mr. T. Sercombe Smith, and others.

PARSEE CHARITY FUNDS.

A paragraph was published in this paper, relating to appointments on the Parsee Charity Trust of Hongkong. Its statements were subsequently contradicted.

The contributor explains that votes are being collected privately, in readiness for the annual general meeting, and that the results of the canvass warranted his report to us. He ought to have made this clear at first.

Another correspondent has since written offering to expose "the whole masquerade." His letter, having already appeared in another journal, is by our rules excluded. His suggestion that we should waive our "scruples," and publish the name of a correspondent, could not, in any case, have been considered.

In view of the fact that there is an evident disturbance in the Parsee community, which ought to be settled at the annual meeting, we beg to be excused from further participation. Until that, no more letters on the subject will be permitted to appear, except over bona fide signatures.

HONGKONG TREASURY ACCOUNTS.

The Treasury statement in the current *Government Gazette* shows that the receipts for the first half of this year totalled \$3,198,212.19. This included \$204,241.58 from the Post Office, \$344,539.61 from rents, \$31,988.56 from water, and \$249,271.35 from land sales. This is much more than it was for the corresponding period of 1903, although the land sales then realized \$37,865.21. [It is not suggested that the sales of timber by the Deforestation Department account for the increment.] In the expenditures, about \$11,000, less has been paid in pensions. The Post Office has cost nearly \$15,000 less. The Botanical and Afforestation Department spent \$29,201.08, as against only \$14,180.42 in the corresponding half of last year. The Land Court (New Territory) outlay has decreased over \$16,000 and the Fire Brigade drew twenty-two and a half thousand less. The Sanitary Department outgo shows a decrease of nearly \$31,000. Charitable allowances increased \$1,247.77 (from \$1,528.69), and the contribution to the Home Government went up from \$511,049.76 to \$672,489.40. Public works, current and recurrent, absorbed about \$21,000 more than before. The actual total expenditure for the six months, including \$519,343.29 for public works extraordinary, was \$3,036,805.67.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 28th at 11.33 a.m. The barometer has fallen in Japan, and risen at all other stations.

Pressure continues greatest in the extreme north and least in the Pacific.
Fresh E. winds may be expected in the Formosa Channel, and moderate W. to S.W. winds in the northern part of the China Sea.
Forecast:—Moderate W. winds, fine.

TELEGRAMS.

[REUTER'S SERVICE.]

THE MARSEILLES STRIKE.

LONDON, 25th August.
A fresh women's strike has occurred at Marseilles, which has paralysed the trade. Sixteen important companies have suspended sailings, and warships are carrying the mails. It is not expected that the strike will interfere with British liners. [Our own telegram reporting this was published so long ago as Friday.]

LONDON, 26th August.
The Marseilles strikers threaten to extend the strike to every port in France unless their demands are conceded before to-morrow.

THE TYPHOON.

FATALITY AT MACAO.

A private letter from Macao, received yesterday, states that the Portuguese port suffered seriously during the typhoon. Numerous houses were wrecked, mostly Chinese; but in one case a collapse caused the death of Mr. C. Castro, formerly employed in the Customs. Incorporated in our collection of items of damage done by the typhoon was the report that one of the retaining walls of Belilios Mansion grounds, Macdonnell Road, had collapsed for the fourth or fifth time. This we are informed was incorrect. No retaining or other walls collapsed, the only damage done being that the turf and upper soil of one of the slopes was washed off.

THE "CHUSAN."
The P. & O. *Chusan* entered Hongkong Harbour at daylight on Saturday. She had the English mail on board, 48 hours overdue. She left Singapore on the afternoon of the 20th inst., experiencing sunny weather till leaving the Paracels astern. A fresh breeze then sprang up from the S.W.; the sky assumed an ominous inkly appearance. A little later—at noon on Tuesday—the barometer indicated stormy weather; the wind increased, and fierce squalls, accompanied by blinding rain, were frequent. Wednesday morning showed the ship, by dead reckoning, some 100 miles S.W. of Gap Rock. A racing screw made it necessary to reduce the number of revolutions, so very little headway was made. On Thursday afternoon the wind jumped to the S.E.—continuing to blow strongly as before. Soundings were taken with a Lord Kelvin machine at short intervals. The weather showed signs of improvement about midnight, the typhoon's centre having passed to the west. The wind, nevertheless, continued strong during the next day. Deck fittings were damaged by the seas sweeping the decks; skylights were broken; stampings causing was washed away; a lifeboat was carried overboard out of its davits; and the saloon, main deck, and captain's cabin were washed out. The lowest reading of the glass was 29.25 inches.

THE "TYDEUS."
The s.s. *Tydeus*, from Singapore on Saturday, reports that she had to considerably deviate from her course to avoid the typhoon's centre. On the 23rd inst., in Lat. 15° 52' N., Lon. 111° 50' E., she passed that round-topped buoy sighted by so many vessels.

THE "SHAWMUT."
The *Shawmut* is said to be leaking slightly. She is at present waiting her turn to go into No. 1 dock at Kowloon. She floated off from the reef on Friday, at the wind-shift. The anchor commenced to drag Wednesday night, when rocket distress-signals were fired.

THE "PATHFINDER."
The U.S. Coast Survey s.s. *Pathfinder* seems none the worse for her mishap. The accident is described as follows by a member of the crew:—

On Thursday morning we were lying off Kowloon Dock, lines out, anchor down. The Dock Co. thought we would be better in Typhoon Bay; they sent the *Robert Cooke* and another tug to tow us there. After trying in vain to leave in the anchor we slipped it. It then came on to blow; there was also a bit of a swell on. The *Robert Cooke* fouled her propellers. The other tug sheered off. The *Pathfinder* and *Robert Cooke* drifted into the fleet of junks. Chinese boat people burnt joss paper in the wind to ward us off, but we went right in amongst them, taking the masts out of four. The *Pathfinder*, herself, settled down, broadside to the wind, on soft sand. Thus we lay all night, sea washing among the junks, one of which was right under our counter. The *Robert Cooke* was ashore hard by. At about three o'clock on Friday morning the wind shifted and we floated off.

FAT MEAT IN HOT CLIMATES.

The committee of the L.R.C.P., appointed to study the report of the Norwegian Commission on Beri-beri, state that it throws no light on the cause of the disease. The committee does not agree that beri-beri is more frequent among Norwegian sailors than among others, and says:—"Beri-beri is far from rare in British ships, especially in those carrying Lascar, Chinese, and Japanese crews; the wards of the hospitals of the Seamen's Hospital Society in London are rarely without several cases of the disease, coming for the most part from British vessels. We are inclined to think that wrong diagnosis is responsible in great measure for the apparent rarity of the disease in the British Mercantile Marine. It constantly happens that seamen and hikers suffering from beri-beri are sent into London hospitals with such diagnoses as dropsy, malaria, paralysis, locomotor ataxia, heart disease, and peripheral neuritis. It is not every ship's captain, or even ship's surgeon, who can recognise beri-beri."

The Norwegian Commission recommended restriction in the use of dried food, and fat meat and plenty of fruit and vegetables supplied in warm climates.

THE WAR

[REUTER'S SERVICE.]

CAPE COAL DEPOTS COPY MALTA.

LONDON, 25th August.
The *Daily Telegraph's* correspondent at Cape Town wires that orders have been given that no Russian warships shall be allowed to coal at Cape ports without reference to headquarters.

AN AMUSING STIPULATION.

LONDON, 25th August.
It is stated in St. Petersburg that before dismantling the warships in Shanghai, Russia insists on Japan giving assurances that she will not repeat the *Rieschiki* incident.

CONTRABAND.

LONDON, 25th August.
A hastily-summoned meeting of the India and China sections of the London Chamber of Commerce takes place to-day to consider the situation in regard to contraband of war.

ENGLAND IN EARNEST.

LONDON, 25th August.
M. Balfour, replying to a deputation from the London Chamber of Commerce, said that the Government had directed that urgent enquiries be made to the Russian Government regarding the *Smolensk* in South African waters; it appeared that the Russian Government had hitherto been unable to communicate its instructions to the Volunteer cruisers, and hence the recent incidents. Under these circumstances the two Governments had agreed that Cape cruisers should find the Volunteer cruisers, and Great Britain had ordered two of its British cruisers stationed at the Cape to immediately seek the *Smolensk* and the *Petersburg*, and convey to them the Russian instructions to desist from searching. There was therefore a hope that the incidents were ended. The deputation might rely on the declaration in the King's speech, which was not mere vague language. The British Government meant exactly what he said, and the rights of the great shipping trade would not be ignored by the Government or by any Government to which British interests were confined.

ADDITIONAL PARTICULARS.

LONDON, 26th August.
The deputation mentioned in yesterday's telegram was the outcome of the Chamber of Commerce meeting, from which Mr. Balfour had intimated his readiness to receive a deputation immediately. Mr. Balfour declared that while admitting that coal and food were contraband if intended for warlike purposes, he disputed the Russian doctrine. In reference to these and other things the Government had clearly defined to Russia the position of Great Britain, from which there was no possibility of her receding. It was not proved that Russia had differentiated between British and foreign ships, but if it should be so proved the most serious situation would arise.

THE UNCONQUERED BALTIC SQUADRON.

LONDON, 26th August.
Two Russian ships carrying coal and water for the Baltic squadron have passed the Bosphorus.

(*Ostasiatische Lloyd*.)

PORT ARTHUR.

CHEFOO, 18th August.
A European from a junk, which left Port Arthur yesterday afternoon, reports as follows:—
Pobeda, *Poltava*, *Reliance*, *Svetopol*, *Peresviet*, *Pallada*, *Bayan*, are in Port Arthur under Prince Uchomski's command. On the 13th and 14th, the Japanese made furious attacks from the land side, but they were repulsed with heavy losses, the Japanese estimated at 14,000, the Russian at 800.

The hospital-ship *Mongolia*, with women, children, and wounded on board, was ordered to proceed to Vladivostok, but was stopped, searched by the Japanese, and forced to go back to Port Arthur. The forts daily bombard from 7 a.m. to 7 p.m.

LATER.

The reported attack on the land side of Port Arthur took place on the 13th and 14th August, and half a Japanese division, two squadrons and

one mounted battery, were nearly destroyed through land mines in the North of the Kossackplatz.

To-day at 5 a.m. seven Japanese torpedo-boats have been in our port, but they were left again.

On the afternoon of the 16th a Japanese Major as parlementaire was brought to General Stossel, and he demanded Port Arthur should surrender on the following conditions: The defenders leave with arms and full honours through the Japanese lines to Liaoyang. The civilians would be sent to any place in the Far East they should like to go. The fleet should surrender because it was useless.

General Stossel's answer was that as long as a soldier remains alive in Port Arthur he would not think of surrendering. The Japanese further wanted the obtaining of a three days' armistice to bury their dead, but it was refused by the Russians. The Japanese Major was then conducted outside the lines by the Commander of the advance guards. As soon as he arrived on the Japanese side the Russians reopened heavy fire from all their positions. The Japanese attacks were most strongly directed against forts Nos. 3 and 4.

JAPANESE CONFIDENCE IN GERMAN.

TSINGTAO, 19th August.
The Foreign Office in Tokyo has wired to the German authorities at Tsingtao that the correct carrying out of the disarming of the Russian vessels has made a most favourable impression in Japan. At the same time it is declared the Japanese squadron did not call at Tsingtao owing to want of confidence or for controlling German action, but was made—as the disarming was unknown—to capture the Russian vessels as soon as they left German territorial limits.

(N.C. Daily News)

PORT ARTHUR NEWS.

CHEFOO, 20th August.
A reliable authority states that fights round Port Arthur since the close of July have been only preparatory attacks, and the general attack began to-day. Arrivals by junk report that fighting has been heard incessantly since the afternoon of the 17th inst., and since the 19th it has increased in fury. On the east, the Russians retired a few days ago from Heikushan, but the Japanese only marched to the foot of the hill, without occupying the crown. On the north-west, the Japanese at Paolungshan were exchanging fire with the Russians at Antzeshan. The Japanese have occupied No. 5 fort at Yahutsu. On the west, the Japanese have occupied the positions surrounding Yangtaoyao, near Pigeon Bay, and have built a fort at Hushan, about 2½ miles from Yangtaoyao.

21st August.
Yesterday a Japanese naval squadron was sighted near the Miaotao Group, pursuing two Russian warships which were steaming in an easterly direction. An arrival from Pigeon Bay states that since the 16th inst. the Japanese artillery has been bombarding the Russians at Yitshuan. No. 25 fort near Golden Hill has been totally destroyed by the Japanese, and the Russians have abandoned it.

THE VLADIVOSTOCK SQUADRON.

TOKYO, 20th August.
It is reported that the Russian had three of her four funnels and three engines destroyed; she was damaged in eleven places, six below the water line. The *Gromboi* had 140 killed, including her vice-commander, and 313 wounded, including her commander.

THE END OF THE "NOVIK."

TOKYO, 21st August.
The Japanese cruisers *Chitose* (4,784 tons) and *Tsuchino* (3,470 tons) attacked the Russian cruiser *Novik* yesterday, and this forenoon off Korsokoff, at the southern point of Saghalien. The *Novik* was badly damaged and beached, half-sunk. There were no casualties to the Japanese ships. Commander Prince Higashi Fashimi was on board the *Chitose*.

CHINESE NEUTRALITY.

CONSULAT ACTION AT SHANGHAI.
The expected has happened, and a Japanese squadron is at Gutzliff with a torpedo-boat destroyer at Woosung to help in the enforcement of the Tsao's orders in respect of the *Grosvord* and *Aschold*. The Chinese authorities had given notice to the Russians that the two vessels now in harbour must either leave or disarm. No one anticipated that the orders would be obeyed; in the case of the *Aschold* indeed there would have been a difficulty in getting over the bar, even if she could have left dock in the time. The command practically was, therefore, to disarm, and with the remembrance of the *Mandjour* incident still with us, few were sanguine enough to imagine that the Russians were ready yet for the inevitable. The destroyer arrived on the 21st, and was only fore-runner of a squadron of five larger vessels which appeared off Gutzliff.

The comparatively short notice given at last was no real hardship to the Russians, who have now been in Shanghai sixteen days. Experts who have seen the *Aschold* declare that she had very little excuse for running into this port. There was no damage to her below the water-line, her guns, except the two which were apparently left behind in Port Arthur, were in working order. She was probably short of coal, but the *Novik* in similar case got what she wanted at Tsingtao and departed. If the *Aschold*'s ammunition had run short that was a serious matter for her, but it gave her no right to seek the hospitality of the neutral port of Shanghai. It has been already pointed out that the *Aschold*'s damages are nearly all external; she came here, in fact, as a fugitive, with

wounds, but while this won our sympathy no doubt, it cannot, in the stern game of war, win also our assistance. These remarks apply still more more forcibly to the *Grosvord*, which is said in some quarters to have some damage to her engines, but which managed to steam up the Huangpu and had nothing to show she was otherwise injured. For the first six days of her stay here she did not, it is said, attempt any repairs.

The Senior Consul (Mr. John Goodnow) called a meeting of the Consular body for the 22nd instant, to discuss the situation which had arisen. That the Consuls considered the situation serious was proved by the fact that the U.S. monitor *Monadnock*, with its four 10-inch guns and all its other armament ready primed, was under steam all day on the 21st ready to go down to Woosung at short notice to enforce the neutrality of the port. Two American torpedo-boats were also under orders to go down to Woosung if required. The *Monadnock* was chosen as the most heavily armed ship of the squadron of the Government represented by the Senior Consul.

There are now more than fifty men, wounded or sick, from the Russian boats undergoing treatment in the Shanghai General Hospital, and some of them appeared to be under the apprehension that their ships were leaving and they left behind. Their appearance on their arrival and their statements since confirm the statements made in regard to the men of the *Aschold*, that they were in a half-starved condition when they went into action on the disastrous Wednesday. After what is as yet a comparatively short siege, Port Arthur is undoubtedly short of meat, if not of other food. And it was said to be provisioned for three years.—Adapted from N.C. Daily News.

(Shanghai Mercury)

KAISER ORDERS GERMAN AT-TACHES TO LEAVE PORT ARTHUR.

TOKYO, 18th August.
On the 16th instant Marshal Marquis Yamagata, Chief of General Staff of Tokyo, telegraphically instructed the Commander of the Japanese Army investing Port Arthur to the following effect: There are two German naval officers attached to the Russian garrison in Port Arthur, namely, Lieut. Commander Hopmann and Lieutenant Gilgenheim. His Majesty the Kaiser, complying with the Imperial wishes of humanity of His Majesty the Emperor of Japan to give grace for the removal of the non-combatants from Port Arthur, has ordered, by wire, these two German naval officers to take refuge out of Port Arthur. The German Minister at Tokyo asked the Japanese Government to take steps to inform the German naval officers of His Majesty the Kaiser's order. Therefore the Commander of the Japanese Army investing Port Arthur is hereby ordered to take steps accordingly. The Commander of the Japanese Army investing Port Arthur has already informed the two German naval officers through the Russian military messengers as directed.

PORT ARTHUR.

TENGCHOW, 20th August.
Heavy cannoning was heard here coming from the direction of Port Arthur during the night and morning of yesterday and to-day.

CHEFOO, 20th August.
The Japanese army at Port Arthur made a general artillery bombardment with heavy guns on the 18th and 19th instant and inflicted great damage upon the fortifications of the enemy. Since dawn of to-day the infantry began a general advance and severe fighting is now going on. Five Russian torpedo-boats which were at Pigeon Bay have escaped and their whereabouts are not known. There are two Russian torpedo-boats still at Pigeon Bay.

JAPANESE ADVANCE ON LIAOYANG.
The Japanese army near Liaoyang has also commenced an active movement since yesterday morning.

RAILWAY REPAIRED.

The repairs to the railway have been completed, and since the 7th instant through traffic between Dalny and Kaiping has been reopened.

POLICE COURT.

Saturday, 27th August.
BEFORE MR. H. H. J. GOWERTZ (CHIEF MAGISTRATE).

A REMAND.
Detective Sergeant Wilden charged a Chinese with having been concerned in a larceny of \$8,000, and some jewellery, at Saigon. The defendant, Chou Kwong, was remanded until 3rd September to allow of the necessary documents being sent up from Tonkin.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A telephone clerk at the West Point branch of the Sanitary Department, was charged with having accepted a bribe as a public servant. The Magistrate found the charge proven and passed sentence of three months imprisonment.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Mongolia*, with mails, &c., left Manila for this port on the afternoon of the 27th August, and is due here to-day.
The C.P.R. steamer *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 27th August, and left again at 9 p.m. same day for Nagasaki, where she is due to arrive at 8 a.m. to-day.
The C. & M. steamer *Rubi* left Manila on Saturday at 10 a.m., and is due here to-day at 1.30 p.m.

CORRESPONDENCE.

NEW ZEALAND AND CHINESE LABOUR.

TO THE EDITOR OF THE "DAILY PRESS."

Christchurch, New Zealand.
Sir,—In an article on March 2nd you referred to New Zealand's action with regard to the employment of Chinese labour on the Rand. Perhaps some reflections from a New Zealander may be of interest to your readers. As to the propriety of New Zealand lodging any complaint, people here are pretty unanimous that Mr. Seddon's action was right and proper. The question of a White Empire is one of great importance to the colonies. In fact there are very many colonials in the self-governing colonies who do not see the possibility of ever welding the black races into the Empire, and in Australasia in particular the "white" movement is rampant. That fact alone brought to Mr. Seddon a weight of support that he would otherwise not have received for his spontaneous protest. There is one aspect that is probably overlooked by critics living outside of these colonies. The republican constitutions of Australia and New Zealand are essentially democratic, and the people have become accustomed, particularly during the last few years, to regard every immigrant in the light of a prospective citizen with full privileges. Our legislation, even against Europeans, tends to that end, and this principle of universal citizenship is at the root of the "white" policy.

So much for principle, and it is on point of principle that the colonial protest is based. The other aspect of the question—that upon which it has been decided in South Africa and England—is expediency. New Zealanders and Australians have a lively appreciation of the necessities of development, and are able to thoroughly understand the pressing urgency of the labour problem in South Africa. The population of the Rand, moreover, contains a large proportion of men from these colonies holding administrative and industrial positions. They are not, I am sure, lacking in the spirit that demands the Empire for white men, but they are showing a remarkable unanimity in favour of introducing Chinese. The stagnation of South Africa emphasises the necessity. What the colonials outside Africa want, however, is some reliable assurance that the Chinese is not going to be dumped in South Africa as a permanent and undoubtedly increasing factor in the population and the economy of the new colonies. They have affirmed the exclusion of the Kanakas from Queensland because Queensland is a "white man's country" from a climatic point of view; and they would demand the removal of the Hindu from Fiji if Fiji could be regarded as a white man's country. This principle we hold to be thoroughly logical, fair and moral.

The question about the exclusion of Chinese from the Empire is a question of the future—only to be solved by the events of the future—whether the Chinaman is to be regarded in the same mental, moral and industrial category with whites or with blacks. Pending the decision of that point the colonies would be disloyal to their own aspirations if they admitted him to the first footing of citizenship in the Empire. Personally—I though I fear the great weight of colonial opinion is against me—I believe that the Chinaman should and will eventually come under the same category as the white man. Though Mr. Seddon used arguments against the Chinaman on the ground of his immorality and tendency to undercut the white man, no man knows better than he the sterling industrial and even social virtues of the Chinaman. We in these colonies have good reason to know that what the white artisan and the white labourer have to fear in the Chinaman is not his vices but his sound industrial virtues.

There are scattered over New Zealand about 3,000 Chinese, of whom 31 are females. They are actively engaged in mining, vegetable-growing, and store-keeping. It is true Chinese have not been employed in underground mining. They are almost invariably working for themselves, generally "washing" streams, sluicing and working dredge-tailings, and by their quiet mode of life and modest requirements they are able to make money out of "wash" that would not be payable for the higher-paid European. As market gardeners they have also an unfailing reputation for industry, and as greengrocers and fruiterers they have, in the capital city at any rate, practically captured the whole trade, which they run more cheaply than Europeans possibly could. Being their own masters, and working generally on co-operative lines, the Chinese do not yet come under our labour legislation, and they are thus free to work and live as cheaply as they like so long as they comply with the health regulations. If they took service under European employers in any organised trade there would undoubtedly be an agitation against them on the part of the white workers simply because, though paid the same wages, they would be able to live more cheaply and become comparatively wealthy.

For the quiet, peaceable conduct of the Chinese, often under circumstances of the greatest provocation, there can be nothing but praise. Where gambling and immorality are known to exist amongst European the Chinese have been imprisoned and prosecuted wholesale for smoking opium and playing fautan and pak-a-pu, the only amusements they enjoy. They have been molested and often ill-treated by colonial youths, but their own conduct has throughout been that of peaceful, law-abiding citizens. While paying rates on an equal footing with the whites, the Chinese in this country make handsome donations every year to the funds of the State hospitals which far exceed any benefits they receive from those institutions.

Chinese have to pay a poll-tax of £100 on landing here, but that has not so far proved a deterrent to them. Last year 69 arrived in and 87 left the colony. So far the labour legislation, which has a tendency to level up and generally to increase wages, has not reached the Chinese residents, since there is no conflict of employer and employee in which they are concerned. It is difficult to foresee the result of an extension of the system to the Chinese. The fact remains that at present, and under present conditions, they have proved themselves to possess just the characteristics that are necessary for the development of a country, viz., industry, sobriety, muscle and limited requirements.

GUY H. SCHOLEFIELD.

HAMBURG LETTER.

FROM OUR CORRESPONDENT.

HAMBURG, 26th July.
In their annual report for the year 1903 the Chamber of Commerce of Magdeburg, the centre of the German beet-sugar industry, in considering the effects of the Brussels convention on the sugar trade of the country, expressed a hope that the reduction in price to the inland buyer which necessarily followed the abolition of the export bounties might in time lead to an increase in the home consumption proportionate to the falling off in the export demand. The provisions of the convention came into operation on Sept. 1, 1903, and the statistics from that date up to May 31 of the present year, which have just been published, show that their anticipations have been fully realised. During the summer of 1903 buyers had held back in the expectation of a decline, but when after Sept. 1 prices dropped over eight marks per 50 kilos they rushed into the market and bought heavily. The following tabulated statement of the turn-over during the nine months from Sept. 1 to May 31 in the two years 1903-4 and 1902-3 gives evidence of the rapid growth of home consumption under the stimulating influence of lower prices.

	1903-4.	1902-3.	Increase.
September	131,227	69,205	30.3
October	102,440	79,509	28.8
November	88,726	71,637	23.7
December	64,085	60,423	6.6
January	74,459	52,382	42.1
February	66,835	48,686	37.3
March	75,556	53,529	41.2
April	64,352	48,715	32.1
May	69,655	50,975	35.4
	736,436	534,521	37.8

Some allowance must of course be made for the additional demand resulting from the abstention of buyers during the time immediately preceding the abrogation of the bounties, but, as exporters had pursued a similar policy, this need not be taken into account when comparing the home trade with the export figures. The quantities shipped during the nine months from Sept. 1 to May 31 amounted to—
1903-4. 1902-3. 1901-2. 1900-1.
1,342,375 Tons. 1,192,268 Tons. 1,355,031 Tons. 1,323,412 Tons.
which go to prove beyond doubt that not only has the decrease in the export trade already been made up by an increase in home consumption, but that the latter holds out the promise of further expansion.

The returns of the Government bureau of commercial statistics show a considerable increase in the traffic of the port for the first six months of the present year as compared with that of the same period in 1903, the number of incoming and outgoing ocean craft (steamers and sailing vessels) having been—
1904. 1903.
Arrival 71,674 of 4,734,734 Tons. 66,671 of 4,390,461 Tons.
Sailings 70,644 of 4,784,166 Tons. 66,223 of 4,442,739 Tons.

The river traffic has of late been seriously interfered with by the low state of the upper Elbe, as owing to a prolonged drought the steamship companies have been obliged to suspend their regular departures to Saxony and Bohemia. As all bulk and other heavy goods are as a rule forwarded by water to these parts, the interruption is severely felt by the trade. At Dresden a great part of the bed of the river Elbe is laid bare, and since some loads were for a time enough to find a passage with a few rafts in it in the mud the population is said to have turned out with spades and buckets to dig for hidden treasures, but so far with little if any success.

Most of the other rivers are in the same condition. I hear that a great many barges carrying coal from the collieries in Silesia to places on the river Oder are lying high and dry en route in imminent danger of breaking up entirely, as, exposed to the blinding sun, the planks are starting, whilst the weight of the cargoes, no longer counterbalanced by the outside pressure of the water, threatens to burst the sides of the boats.

The glorious weather we have now been enjoying for several months has however raised the hopes of farmers to a high pitch; the cereal and fruit crops are stated to be amongst the best of the last fifty years; roots might do with a little more rain, but sugar beet alone seems to have suffered somewhat, and prices of sugar have advanced in consequence.

The heat has been intense all over Germany, the thermometer in some places registering as much as 100 deg. Fahrenheit and even up to 100 in the shade; cases of sun and heat-strokes are reported from several quarters, and fires in the country are of frequent occurrence; miles of forest and woodland, of moors and grazing ground, have been destroyed by the element, everything being as dry as tinder, which a

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

(138)

Hongkong, 8th August, 1904.

spark from a passing railway engine may set ablaze.

The seizure of the mail-bags on board the *Prinz Heinrich* by the *Petersburg*, of the Russian volunteer fleet, and the capture of the Hamburg-American liner *Scandia* have been taken more calmly by the public than the excitement caused by the overhauling of the *Bundesath* and other German vessels during the war in South Africa would have led one to expect; great indignation prevails, and is freely expressed, but there has not been that exaltation of temper which the latter occurrences produced, and the newspapers, although taking the Russian commanders more or less severely to task according to their political tendencies, try to prove that the capture of the *Bundesath* constituted a far greater affront. The fact that the negotiations for the new commercial treaty between the two empires are apparently on the point of being concluded may have dictated the conduct of the press to some extent. The energetic action of our government meets with the approval of all but the most Russophile circles; regret, however, is expressed by some that Lord Lansdowne should have chosen the present moment to open up again the question of the passage of the Dardanelles. How it could have been avoided under the circumstances, or why it should have been, is hard to say, as the whole matter hinges upon it. So far Russia has shown a disposition to listen to reason by ordering the release of the several steamers, and by depriving the ships of the volunteer fleet of the right of search; and we may therefore hope to see the whole question settled amicably within the next few weeks.

HONGKONG HOTEL CO., LD.

The ordinary half-yearly meeting of shareholders in the Hongkong Hotel Co., Ltd., was held on Saturday in the Hotel. Mr. E. Osborne (Chairman) presided, and there were also present Mr. R. Chatterton Wilcox (director), G. Murray Bain, G. T. Veitch, H. C. Wilcox, Ho Fook, Ho Kom Tong, Lo Cheung Shiu, Chan Chau Nam, Ho U Shang, and C. Mooney (secretary).

The SECRETARY having read the notice calling the meeting.
The CHAIRMAN said—Gentlemen,—The accounts for the past half year, as you will have seen from the report, reveal a considerable diminution in the profits, no less a sum indeed than \$38,938, the whole of which is due to the derived from transient visitors, which in other words means that fewer of the travelling public have made use of the hotel. To some extent this is due to the number of small hotels and boarding houses that have sprung into existence during the past few years, but in the main it is undoubtedly traceable to the cessation of tourist traffic in consequence of the war, and to the American mail boats calling at Manila. Other sources of revenue have maintained their normal level, and in some instances even show an increase, despite the changing circumstances, so that although we have passed through a comparatively bad half year, we have no reason to anticipate that with a resumption of tourist traffic we shall not revert to our former measure of prosperity. Before proposing the adoption of the report and accounts I shall be pleased to answer any question that may be put.

There were no questions.
The CHAIRMAN accordingly moved formally the adoption of the report and accounts.
Mr. MURRAY BAIN seconded, and the motion was carried unanimously.
Mr. Ho Fook proposed the re-election of Mr. W. H. Potts as a director.
Mr. G. T. VETCH seconded, and the motion was agreed to.
Mr. LO CHEUNG SHIU moved that Messrs. H. U. Jeffries and A. R. Lowe be re-elected auditors.
Mr. H. C. WILCOX seconded, and the motion was agreed to.
This was all the business.
Dividend warrants will be ready this (Monday) morning.

THE SANCTITY OF THE POYANG LAKE.

The question of the closing of the Poyang Lake to foreign gunboats is still interesting people at Kinkiang. The reason alleged by the Commandant of the Hukon forts in his request that H.M.S. *Suipie* should not enter it for firing practice was the presence of rebels and such unruly persons, who might be incited to revolt by the sight of a foreign vessel. The German gunboat *Vaterland* overrode the same objection by pleading the Admiral's orders, and has just returned from firing practice in the lake, which has not apparently produced any ill results. To the foreign "man in the street" the presence of rebels would seem a very good reason for taking the opportunity to impress the power of Western nations on the Jel stial mind.—N.C. Daily News.

BEWARE OF THE party offering Imitations of Macniven & Cameron's Pens "They come as a boon and a blessing to men, The Fickelwick, the Owl, and the Waverley Pen." Sold at all Stationers.
MACNIVEN & CAMERON, LTD., Waverley Works Edinburgh. [402-3]



TELEPHONE No. 133.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 1 OZEN. PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.
Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend \$12.50
Black and White \$16.50
Royal Household \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road,
Hongkong, 22nd August, 1904. [2054]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

RUBINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE WEGENER & CO.,
Sole Agents.
Hongkong, 13th May, 1903. 21

TONG CHONG WO & CO.

No 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [1473]

SIEN TING.

SURGEON DENTIST.
No. 10, L'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press only, and special business matters The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. M. S. C. A. R. C., 5th Ed. Leader's.

P. O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED Immediately, in a Professional Office, a Good BOOKKEEPER and TYPEWRITER, who would also have to act as General Office Assistant. No Chinese need apply. A good salary would be given to a thoroughly Qualified Man.

Apply—

"TYPHOON,"
Care of Kelly & Walsh, Ltd.
Hongkong, 29th August, 1904. [2092]

OFFICES TO LET

FIRST FLOOR, Queen's Road Central.
Apply—
KELLY & WALSH, LTD.
Hongkong, 29th August, 1904. [2093]

TO LET.

N. O. 55, Hollywood Road, THREE ROOMS, Open on all sides, and suitable for Office or Residence.
Apply to—
No. 59 & 55, HOLLYWOOD ROAD.
Hongkong, 29th August, 1904. [2094]

CANTON.

OFFICE and GODOWN, on Shamshau, to be let from 1st September.

Apply to—
DEACON & CO.
Canton, 29th August, 1904. [2095]

IN das diesseitige Handelsregister ist zu der Firma REUTHER, BROCKELMANN & CO. eingetragen worden:
Die dem Kaufmann OTTO SPANDOW erteilte Prokura ist erloschen.
Canton, den 25. August 1904.
Das Kaiserliche Konsulargericht
Kreuzer, Dr.
Stellvertreter des Konsul.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-MORROW (TUESDAY), the 30th AUGUST, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),
A QUANTITY OF
FRENCH BOOTS and SHOES.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th August, 1904. [2097]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of SEPTEMBER, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Ground land at Tsim Sha Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	177	Not Shown	See Map	17,675	142	5,500

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of SEPTEMBER, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Ground land at Au-tin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	177	Not Shown	See Map	17,675	142	5,500

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAIMUN,"
Captain Crowe, will be despatched for the above ports TO-MORROW, the 30th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 27th August, 1904. [2091]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports on THURSDAY, the 1st September, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 29th August, 1904. [2081]

NEW ADVERTISEMENTS

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"
Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried in the additional comfort of passengers the Steamers of the Company have electric light fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 27th August, 1904. [2090]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"NUMANTIA,"
Captain Bremer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their Goods from the warehouse.

Optional Cargo will be forwarded unless notice to the contrary has been given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.
Hongkong Office.

Hongkong, 27th August, 1904. [2089]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex *Himalaya*,
From Persian Gulf, ex *S.S. B. I. S. N.* and *B. I. S. N. Co.'s* steamers.

Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY, the 27th inst.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Landed packages must be left in the Godowns at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 27th August, 1904. [2091]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS,"
are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th August, 1904. [2011]

NOTICE

THE SALE of HOUSEHOLD FURNITURE at No. 3, LYMEWOOD VILLAS, Kowloon, advertised for Yesterday, at 2.30 P.M., is POSTPONED to MONDAY, the 29th August, at 2.30 P.M.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th August, 1904. [2081]

FOR SALE.

A HAMMOND TYPEWRITER, Ideal Keyboard, latest model. Price \$170.

Apply at—
No. 123,
Care of Daily Press Office.
Hongkong, 27th August, 1904. [2079]

THE NAGASAKI HOTEL, LIMITED.

NOTICE IS HEREBY GIVEN that the creditors of the above-named Company are required on and before the Seventeenth day of October, 1904, to send their names and addresses and the particulars of their Debts or Claims and the names and addresses of their solicitors, if any, to the undersigned, PERCY JAMES BUCKLAND, of Nagasaki, Japan, the liquidator of the said Company, and if so required by notice in writing from the said liquidator are by their solicitors to come in and prove their said Debts or Claims at such time and places as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this Eleventh day of August, 1904.

P. J. BUCKLAND,
Liquidator.

2004

INTIMATIONS

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th August, 1904. [2068]

ST. JOHN AMBULANCE ASSOCIATION.

IT is Proposed Shortly to hold Two Courses of LECTURES for LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. Holders of Nursing Certificates will be invited to register themselves for service in the Hospitals of the Colony in case of need, but it will be obligatory to pass an examination in First Aid before the Lectures in Nursing can be attended.

Ladies who are willing to enter for these courses are requested to send in their names to the Hon. Secretary (Rev. F. T. Johnson) before September 15th.

If a sufficient number of candidates be forthcoming a series of lectures will be given at the Peak and one in Victoria.

Hongkong, 27th August, 1904. [2083]

ROOMS WANTED.

ONE or TWO PLEASANTLY SITUATED ROOMS. Unfurnished. Central District preferred.

Apply to—
M. M.
Care of Daily Press Office.
Hongkong, 26th August, 1904. [2075]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Potters' Street, Hongkong.

AGENTS:—

CHIEF CHEONG, Dealer in Human Hair.

SHUN LEUNG, Preserved Ginger Factory.

CHOW LING YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1887]

NOTICE TO MARINERS.
No. 203 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kiutuan Lightship to be replaced by a Gas-lighted Lightvessel.

NOTICE IS HEREBY GIVEN that about the beginning of October next, the present Kiutuan Lightship will be replaced by a Gas-lighted Lightvessel.

The new Lightship will be of steel, 70 feet long and 21 feet beam, painted red with the word "Kiutuan" on her sides in white letters.

The Light will be exhibited from a lantern carried by an iron column, and will be Dioptric Gun Occulting, of the Fourth Order, showing a fixed white light varied by two eclipses every 20 seconds as follows:—

Light 12 seconds

Eclipse 2 "

and so on.

The centre of the Light will be 30 feet above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-cwt fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship be driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September, until this change is made, the fogsignal on the present Kiutuan Lightvessel will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.

Imperial Maritime Customs,
Shanghai, 15th August, 1904. [2057]

PUBLIC COMPANIES

HONGKONG and SHANGHAI BANKING CORPORATION.

THE DIVIDEND desired for the half-year ending 30th June last, at the rate of One Pound and Ten Shillings Sterling per Share of \$125, is Payable on and after MONDAY, the 2nd day of August, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1904. [2055]

HONGKONG and WEAHPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and Bonus of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-Yearly Meeting, will be Payable at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 23rd August, 1904. [2056]

THE HONGKONG and KOWLOON WHARF and GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of 5 per Cent. (Two Dollars and a half per Share) for the Six Months ending 30th June, 1904, will be Paid on application to the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 31st AUGUST, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 25th August, 1904. [2076]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING, & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd August, 1904. [2070]

CHINA SUGAR REFINING CO., LD.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 30th June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 28th AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 23rd inst, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 9th August, 1904. [1951]

THE HONGKONG and KOWLOON WHARF and GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 1st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the subject resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 100,000 new Shares of \$20 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete Share held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,
EDWARD OSBORNE,
Secretary.
1533

NOTICE.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1297, 1711, and 1712 for 100, 75, and 25 Shares respectively amounting from 24524 to 24526, 18512 to 18591, 18641 to 18645, and 44791 to 44815 inclusive, and standing in the Register, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexander Buildings, Des Voeux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED.
(34) JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 10th August, 1904. [1962]

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A. S. WATSON & CO., LIMITED.

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A. S. WATSON & CO., LIMITED.
(34) JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 10th August, 1904. [1962]

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VESSELS ADVERTISED AS LOADING.

DESTINATION

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

Only use these tags: ['p>...

NO DE DEBATECHEN

DESTINATION	
LONDON, AMSTERDAM & ANTWERP	
LONDON & ANTWERP, VIA SINGAPORE, & C	
LONDON & ANTWERP	
LONDON, &c., VIA PORTS OF CALL	
LONDON, AMSTERDAM & ANTWERP	
LONDON, AMSTERDAM & ANTWERP	
LONDON, AMSTERDAM & ANTWERP	
LONDON, AMSTERDAM & ANTWERP	
MARSEILLES, &c., VIA PORTS OF CALL	
BREMEN, VIA PORTS OF CALL	
HAYRE & HAMBURG	
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HAYRE, BREMEN & HAMBURG	
HAYRE & HAMBURG	
HAYRE & HAMBURG	
HAYRE, LONDON & ANTWERP	
DURBAN, NATAL	
TRIESTE, &c., VIA SINGAPORE, &c.	
GENOA, MARSEILLES & LIVERPOOL	
GENOA, MARSEILLES & LIVERPOOL	
NEW YORK VIA SUEZ CANAL	
NEW YORK, VIA PORTS & SUEZ CANAL	
VANCOUVER, VIA SHANGHAI, &c.	
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	
PORTLAND, OREGON	
AUSTRALIAN PORTS	
AUSTRALIAN PORTS	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	
WEIHAUWEI, CHEFOO & TIENTSIN	
TIENTSIN	
JAPAN VIA SHANGHAI	
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	
SHANGHAI	
FOOCHOW & SHANGHAI	
CHUNKING	
FOOCHOW, VIA SWATOW & AMOY	
TAMUI, VIA SWATOW & AMOY	
SWATOW, AMOY & TAMUI	
MANILA	
MANILA	
MANILA	
MANILA	
CEBU & ILOILO	
BATAVIA, CHERIBON, SAMARANG, &c.	
SINGAPORE, PENANG & CALCUTTA	
SINGAPORE, PENANG & CALCUTTA	
IMPERIAL GERMAN MAIL LINE.	
NORDDEUTSCHER LLOYD, BREMEN.	
FOR SHANGHAI, NAGASAKI, HIOGO	
AND YOKOHAMA.	
THE Imperial German Mail Steamship	
"BAYERN."	
Captain H. Formes, due here with the outward	
German Mail about TUESDAY, at 5 P.M.,	
will leave for the above place about 12/24 hours	
after arrival.	
NORDDEUTSCHER LLOYD.	
For Further Particulars, apply to	
MELCHERS & CO.,	
Agents.	
Hongkong, 27th August, 1904.	
5	
JAVA-CHINA-JAPAN LYN.	
FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR	
(taking cargo to all ports in Netherlands India	
on through Bill of Lading).	
THE Steamship	
"TJILATJAP."	
Captain Koops, will be despatched for the above	
ports on or about WEDNESDAY, the 31st	
inst. P.M.	
For information as to Freight and Passage,	
apply to the	
Head Agent of the	
JAVA-CHINA-JAPAN LYN,	
(Alexandra Buildings, 3rd Floor).	
Hongkong, 26th August, 1904.	
2978	
"BEN" LINE OF STEAMERS.	
FOR LONDON AND ANTWERP.	
THE Steamship	
"BENVOELICH."	
Captain Thomson, will be despatched as above	
on or about the 7th September.	
For Freight or Passage, apply to	
GIBB, LIVINGSTON & CO.,	
Agents.	
Hongkong, 16th August, 1904.	
[1904	
REGULAR	
STEAMSHIP SERVICE TO NEW	
YORK.	
Via PORTS AND SUEZ CANAL	
WITH LIBERTY TO CALL AT PHILIPPINE	
PORTS).	
PROPOSED SAILINGS FROM HONGKONG.	
1904. About	
"ATHOLL" 26th Sept.	
For Freight and further information, apply to	
DODWELL & CO., LD.,	
Agents.	
Hongkong, 9th August, 1904.	
87	
HONGKONG-CANTON LINE.	
THE British steamship	
"YING KING."	
Captain E. J. Page, of 1088 tons, Registered, is	
the newest, fastest and most luxuriously furnished	
steamer on the line, and is lighted throughout	
with electricity; hot and cold water service	
The cuisine is unexcelled.	
Leaving Hongkong every MONDAY	
WEDNESDAY and FRIDAY EVENING	
at 9 P.M. and returning from Canton ever	
following evening at 5 P.M.	
1st Class \$3.00 for Single journey	
2nd " 1.50 " "	
Meals 1.00 each. " "	
The steamer's wharf is at the Western end	
of Wing Lok Street.	
YUK ON S.S. CO., LD.	
No. 216, Wing Lok Street.	
Hongkong, 27th February, 1904.	
HONGKONG-MACAO LINE.	
S.S. "WING CHAI."	
Captain Samuel Bell Smith.	

[illegible]

ROYAL MAIL STEAMSHIP LINE.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S. "EMPERESS OF JAPAN"	9,600 Tons.	WEDNESDAY, 21st Sept.	
R.M.S. "ATHENIAN"	3,852 Tons.	WEDNESDAY, 12th Oct.	
R.M.S. "EMPERESS OF CHINA"	9,000 Tons.	WEDNESDAY, 18th Oct.	
R.M.S. "TAIYAI"	4,425 Tons.	WEDNESDAY, 1st Nov.	
R.M.S. "EMPERESS OF INDIA"	9,700 Tons.	WEDNESDAY, 16th Nov.	

Hongkong to London, 1st Class

via St. Lawrence 400	via New York £62
----------------------	------------------

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and **AROUND THE WORLD.**
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Bedford Street.

FOR	STEAMERS	TO SAIL	REMARKS
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LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAVA..... S. Barcham	About 2nd September	Freight and Passage.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	JAPAN..... E. P. Martin, R.M.R.	About 2nd September	Freight and Passage.
SHANGHAI	BENGAL..... G. Phillips	About 8th September	Freight and Passage.
LONDON, &c.....	CHUSAN..... A. Thompson	Noon, 10th September	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 29th August, 1904.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila.	Sat, 10th Sept, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 29th August, 1904.

NORDDEUTSCHER LLOYD, BREMEN.
 P. SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

NORDDEUTSCHER LLOYD, BREMEN.
 P. SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.

		1904	
GNEISENAU	... ..	WEDNESDAY	14th September
PRINZ HEINRICH	... ..	...	...
BAYERN	... ..	WEDNESDAY	28th September
SACHSEN	... ..	WEDNESDAY	12th October
ZETTIN	... ..	WEDNESDAY	26th October
PRINCESS ALICE	... ..	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	... ..	WEDNESDAY	23rd November
PRUSSEN	... ..	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	... ..	WEDNESDAY	21st December
PRINZ HEINRICH	... ..	WEDNESDAY	4th January 1905

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at Noon, the Steamship "GNISENAU," Captain H. Blecker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAUPEL and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 12th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th September, and Parcels will be received at the Agent's Office until NOON on TUESDAY, the 13th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND PORTLAND, OREGON
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN - OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Pable	September 8th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th, 1904.
"NUMANIA"	4,370	.....	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904.

Through Bills of Lading issued to routing Coast points and all Europe, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904. 114

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 7th September.
	"DEUCALION"	On 3rd October.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAWEI, CHEFOO and TIENTSIN	"KANSU"	On 29th August.
CHINKIANG	"YCHOOW"	On 29th August.
FOOCHOW and SHANGHAI	"WOOSUNG"	On 30th August.
MANILA	"TEAN"	On 30th August.
CEBU and ILOILO	"SUNGKIANG"	On 2nd September.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Monday, 29th Aug. 4 P.M.
TIENTSIN	"ESANG"	Tuesday, 30th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

‡ For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 27th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WAN-TAO TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDEDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th
September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 19th August, 1904.

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA PORTS	Second half of August	JAPAN via SHANGHAI	First half of September
TJILATJAP.	JAPAN	Second half of August	JAVA PORTS	Second half of September
TJIMAH	JAPAN	First half of September	JAVA PORTS	First half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 15th August, 1904.

Telephone No. 375.

[25]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUER and PORT SAID.
(Taking Cargo at through rates to the Brazils
to South Africa, Red Sea, Black Sea,
Levant, Venice and Adriatic Ports)

THE Company's Steamship

"NIPPON."
Captain Mistrorici, will be despatched as above
on WEDNESDAY, the 31st inst., P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 2nd August, 1904. [3]

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK SUEZ VIA CANAL.
THE Steamship

"EPSOM."

Captain J. Cox, will be despatched for the
above port on or about SATURDAY, the 3rd
September, to be followed by the Steamship,
"CLAYBURN."

on or about TUESDAY, the 16th October.

For Freight, apply to

SHAW, TOMES & CO.,
General Agents.

Hongkong, 24th August, 1904. [1630]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the
above ports on WEDNESDAY, the 7th
September.

This steamer has superior accommodation for
Saloon passengers.

For Freight or Passage, apply to

SHAW, TOMES & CO.,
Agents.

Hongkong, 11th August, 1904. [1958]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."

Captain A. Thompson, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 10th
SEPTEMBER, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "Marmora," 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London &c., will be conveyed
from Bombay by the R.M.S. "Oriental," due
in London on the 23rd October.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th August, 1904. [1]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON."

will be despatched on or about the 15th
September.

For Freight or further information, apply to

STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department.

Hongkong, 28th July, 1904. [1844]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above
ports on SATURDAY, the 17th September,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th August, 1904. [2027]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for
Canton at 3.30 P.M., on SUNDAYS, TUES-
DAYS and THURSDAYS, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904. [2]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tuen Yik
Wharf, Peay West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 A.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.

FARES:—

Saloon \$2.00

Chinese Saloon \$1.00

2nd Class 0.50

Steerage 0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
309, Des Vaux Road Central
Hongkong, 9th July, 1904. [1674]

NOTICES TO CONSIGNEES

STEAMSHIP "ERNEST SIMONS"

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London &c. s.s.
Douro and Adour, from Havre &c. s.s. Ville
de Valenciennes and Ville de Lorient, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded, unless
intimation is received from the Consignees
before Noon, To-day, the 24th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed
after Wednesday, the 31st August, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 31st August, or they will not be recognised.

All damaged packages will be examined on
Wednesday, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigning
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 22nd August, 1904. [1]

GRIMAULT & CO.

SARSAPARILLA

A BLUE BLOOD PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAULT & CO'S

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAULT & CO

8, rue Vivienne, PARIS (France)

Sold by all dealers.

1235-1

For the CLUB.

For the MESS.

For the HOME.

For Out-door.

For all Men who

like a Cigar of

delicate aroma.

The YOUNG

AMERICAN

is

unrivalled.

Sole Importers—

HOLLAND-CHINA TRADING CO.

312-6

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO on every SUNDAY,
leaving the Company's Wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M. In Macao the steamer
berths at the Perseverance's Wharf.

FARE:—
1st Class, Single Ticket ... \$2 with Cabin \$3 00
Return Ticket ... \$3 with Cabin \$5 00
Tiffin and Dinner may be had on board at
\$1 each meal.

YUK ON & CO., LD.
Hongkong, 3rd August, 1904. [189]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods
Wm. P. KILGANE, Manager.
Hongkong, 18th November, 1901. [75]

"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
its sterling merit of the publication.

Price \$1.50.
On Sale at NORTH CHINA HERALD
OFFICE, Shanghai.
Messrs. KELLY & WALSH
Hongkong.

or all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK." NAGASAKI.
A.I., A.B.C., Electric and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length 523 feet.
Length on Blocks 513 "

Width of Entrance on Top 89 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 22 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length 371 feet
Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

